

Twenty-Fifth
**ANNUAL
CONVENTION**



(Fort Prince of Wales, Churchill)

**HUDSON BAY ROUTE
ASSOCIATION**

REGINA, SASKATCHEWAN

APRIL 8th & 9th - 1968

AIMS and OBJECTS

Hudson Bay Route Association

The Hudson Bay Route Association is a strictly voluntary—non political—western minded organization comprised of people resident in Western Canada's three Prairie Provinces of Manitoba, Saskatchewan and Alberta, which in 1943-44 succeeded the "On to the Bay Association" when that pioneer body was re-organized.

From its inception this organization has relentlessly pressed upon the Dominion Government the urgent necessity for an efficient development and successfully operated Hudson Bay Shipping Route, especially for the benefit of the people of our Prairie Provinces and in the national interest of Canada as a whole.

Our chief aim is to work for the fullest possible use of the Hudson Bay Route over the longest possible shipping season in each and greater development of our northlands. We have succeeded in making considerable progress in this respect, especially through the shipment of outgoing tonnage.

Now we feel, there is great need for a substantial increase of incoming traffic which the capacity of this transportation route can easily and safely handle, and we believe that such a condition can readily be corrected if western businessmen importers will assist through the routing of their purchases via the Port of Churchill. We therefore sincerely appeal to you to help provide some additional incoming cargoes.

This third great Canadian commercial route into and out of the heart of the West is a physical fact and it is well equipped to serve you. Shipment of your goods through Hudson Straits and across Hudson Bay into Port Churchill is as safe as human ingenuity and skill can make it, by ships equipped with radar, gyro compass, echo depth sounders, direction finders and radio.

The Government of Canada has provided lights, beacons, radio and direction finding stations, modern charts, ice breaker patrol ships and aerial ice reconnaissance and Marine Insurance rates have fallen and the season of navigation will be lengthened.

To all of those who have so arduously struggled for many years to bring the Bay Route to the success it enjoys today, to investigate diligently the matter of great usage of the route and to discover there will be considerable savings in money and time when shipping that way, the finding of new markets and cheaper purchasing power will be their reward.

As this is done, then so will Canada's economy be enlarged and become more prosperous.

AGENDA

Monday, April 8th

- 8:30 a.m. Registration
- 9:00 a.m. Opening of Convention
- 9:05 a.m. Address of welcome by
His Worship Mayor Baker of Regina
- 9:15 a.m. Appointment of necessary Committees
- 9:30 a.m. Reports on past year's business
 - President's report
 - Director's report
 - Auditor's report
 - Secretary's report
 - Any other pertinent reports
- 11:30 a.m. Introduction of various guests, short addresses
- 12:00 noon Adjourn for luncheon, sponsored by
the City of Regina
- 2:00 p.m. Short talks and further introductions
- 2:15 p.m. Panel discussion,
"Churchill - Past, Present, Future".
- 4:30 p.m. Discussions on Panel information
- 5:00 p.m. Adjourn for "Social Hour",
Couresty Regina Chamber of Commerce
- 6:15 p.m. Banquet - Courtesy Saskatchewan Government

Tuesday, April 9th

- 9:00 a.m. Short talks by invited Speakers
- 10:00 a.m. Resolutions (Amendment to Constitution)
- 11:00 a.m. Convention delegates' ideas for future activities
- 12:00 noon Adjourn for luncheon,
Courtesy Saskatchewan Wheat Pool
- 2:00 p.m. Nominations for Directors
- 2:30 p.m. Resolutions
- 3:30 p.m. Election of Directors
- 4:00 p.m. Resolutions and unfinished business
- 5:00 p.m. Adjourn

**A meeting of the new Board of Directors will be held
immediately after adjournment.**



CITY OF REGINA

It is indeed a pleasure to extend greetings on behalf of the members of the city council and the citizens of Regina to the many delegates and visitors attending this year's annual conference of the Hudson Bay Route Association.

Your association is conducting an outstanding campaign for the development and use of this western Canadian seaport. You are to be commended and we wish you continued success in your endeavors. We of the City of Regina bid you a most warm welcome, and sincerely hope that your visit will be enjoyable and most rewarding.

Sincerely,
H. H. P. Baker,
Mayor.

HUDSON BAY ROUTE ASSOCIATION

Officials of H.B.R.A.

Elected at Annual Convention

Regina, Sask.

April 8th & 9th, 1968

Honorary Presidents:

Hon. W. Weir, Premier of Manitoba
Hon. W. R. Thatcher, Premier of Saskatchewan
Hon. E. C Manning, Premier of Alberta

President:

S. N. MacEachern, 211 - 11th St. E.
Saskatoon, Sask. (2)

Immediate Past President:

J. S. Woodward, Ste. 12, 2112 St. Cecelia Ave.
Saskatoon, Sask.

First Vice President:

W. A. Richford, Box 507, Norquay, Sask. (1)

Second Vice President:

Don Griffin, Alameda, Sask. (3)

Executive Directors:

L. B. Galbraith, 1312, Broadway Ave.,
Saskatoon, Sask. (2)
Harry Gordon, Rose Lynn, Alta. (3)
F. L. Jobin, 45 Church Street, Flin Flon, Man. (2)
A. R. Laliberte, 501 - 15th St. W.,
Prince Albert, Sask. (2)
J. D. MacFarlane, Box 1049, Nipawin, Sask. (1)
Gordon Sinclair, Strathclair, Man. (3)

Directors:

F. T. Appleby, 1205 Ave. D. North,
Saskatoon, Sask. (1)
D. R. Lamb, Tisdale, Sask. (3)
P. J. E. Ortynsky, Canora, Sask. (1)
W. E. Senior, Churchill, Man. (3)
Elmer J. Sjolie, Sturgis, Sask. (2)
Harry Swartz, Melville, Sask. (1)

Secretary-Treasurer:

Jas. F. Gray, 43 McAskill Cres., Saskatoon, Sask.

Asst. Secretary:

Mrs. I. Gray, 43 McAskill Cres., Saskatoon, Sask.

Honorary Life Members:

W. J. Ward, Dauphin, Man.
C. R. McIntosh, North Battleford, Sask.
W. G. Streeton, Plunkett, Sask.

The 25th Annual Convention of the Hudson Bay Route Association opened at 9.30 a.m. in the Saskatchewan Hotel in Regina, Saskatchewan. The meeting was called to order by the President Mr. J. S. Woodward. His Honour Robert Hanbidge, Lieutenant Governor of Saskatchewan, following the singing of O Canada, officially welcomed the delegates. He stated he as well as all western Canadians were vitally interested in their own western seaport of Churchill. He wished the delegates well in their deliberations.

His Worship Mayor Henry Baker of Regina then officially welcomed the delegates to the City. He also expressed keen interest in the development of our own western seaport of Churchill. He and his council would do everything within their power to assist the Association in getting greater use, over a longer period each year, of the Hudson Bay Route. As a token he presented the President with Special City Cuff Links.

The President then called for nominations for a Resolutions Committee and a Nominations Committee. He stated the Executive had appointed Mr. Appleby and Mr. McEachern to the Resolutions Committee and Mr. Lamb and Mr. Swartz to the Nominations Committee. It was decided to leave it to those men to choose additional members to their Committees.

The President then gave his report, on the past year's activities.

ST. REGIS HOTEL

WINNIPEG, MANITOBA

- FOREST ROOM

Gracious Relaxation

- WEDGEWOOD ROOM

Distinctive Dining

- RED RIVER BEVERAGE ROOM

Historic Refreshment

ECONOMY — COMFORT — LOCATION

PRESIDENT'S REPORT

Ladies and Gentlemen:

I bid you welcome to our 25th Annual Convention. It is difficult, for me at any rate, to realize that a quarter of a century has elapsed since this organization got its new lease on life. Whether on this occasion we have anything to celebrate, I prefer to leave to your judgement. This will perhaps be somewhat easier to arrive at after listening to those proceedings.

In any case, it is very nice to have been invited to mark this occasion in the Capital City of our Province, and I am sure that you will agree that the arrangements made on our behalf by the Provincial Government, the City of Regina and the Chamber of Commerce, fully justify the decision of the Directors to meet in these pleasant surroundings.

As I have said on previous occasions, it is necessary for your President to prepare his remarks some weeks ahead of their delivery. This time it poses rather more of a problem. True, the details of our activities and of the Port of Churchill during the past twelve months are properly set forth in the report of the Directors and Executive and our energetic Secretary-Treasurer. I have always felt, however, that the President should be expected to take a broader view of the general economic situation and endeavor to project his ideas of what the future might hold for this Association and the Hudson Bay Route in particular.

In regard to the broader outlook, however, this time it is quite a problem. There are so many complications these days. As this is written we do not know who will be the next Prime Minister of Canada. We do not know what will be the value of the Pound Sterling or the Canadian or U.S. Dollar. What the gyrations of Mr. Wilson and the Common Market will amount to. Still less do we know what is going to happen to "Quebec Libre" (as if anything is free in this world despite what some politicians seem to talk about).

So, whether there is going to be a wider market for wheat or any overseas market for potash, or whether the timber activities in Saskatchewan are going to make use of the Hudson Bay Route, or even if they are going to be profitable, it is just impossible to forecast.

So, in the meantime, your Directors have provided a programme for your consideration in the light of conditions as they existed about a month ago.

We hope to have some vigorous discussion on the immediate problems facing the progress and development of the Hudson Bay Route, Northern Manitoba and the economics of the area tributary to the Bay Route.

You will also be asked to approve a new method of electing the Directors of this Association. It is hoped by this, that we shall be able to inject some new blood into our Board, as well as ensuring a continuous membership of those who have been in charge of the direction of the Association for many years.

Various resolutions by the Directors will be presented for your consideration, and we shall of course hope for suggestions from the floor as a result of the discussions, which will take place during our meeting.

The new Board of Directors will be called upon to elect a new President. After eight years in this office I feel it is high time that a new head should take over. The proposals in connection with the method of electing Directors, provides also that the immediate Past President remain on the Board, and so I hope to be able to take some part in the deliberations which have to do with the operation of this Association. After being vitally interested in Churchill and the Hudson Bay Route before there was ever a railway to Churchill, I should probably feel lost without something to keep worrying about.

I hope my successor gets as much enjoyment out of his office as I have done, and that his term of office will see at least some more progress than we experienced in the past few years. Certainly more attention to the Route appears to be given by the Governments of Saskatchewan and Manitoba than was the case some years ago, which is a significantly encouraging sign. So I leave you with the hope of better things to come.

Respectly submitted.

J. S. Woodward
President.

BEST WISHES TO THE

HUDSON BAY ROUTE ASSOCIATION

from

EATON'S OF CANADA

EXECUTIVE AND DIRECTORS' REPORT

Immediately following the 24th Annual Convention at Swan River, Manitoba on June 12 and 13th, 1967, the Directors met to elect the Officials. You have a list of the 1968 Officials of the Hudson Bay Route Association before you.

It was drawn to the attention of the Board, that the position of Immediate Past President was not covered in the Constitution. In order to rectify this, a notice of motion was given, that the Constitution be amended at the next annual meeting to make the immediate past President a member of the Board of Directors as well as of the Executive, automatically. You have this notice of motion before you, and it will be brought before the meeting at the proper time.

Another matter regarding the Constitution was discussed at the Executive meetings and it was decided to bring it also before this annual meeting at the same time as the other notice of motion. It has been suggested that other groups, giving substantial support to our Association, should be allowed to appoint a Director on our Board. If they would care to do this, it would give them a first hand knowledge of what the Association is doing and also help in guiding the activities. If the group so represented would agree to pay the expenses of the Director appointed by them, it would also assist the Association financially. Having this in mind, you will have to deal with a proposed amendment to our Constitution to make the foregoing possible. This is also before you. If the constitution is so amended, then it would not be necessary to elect 20 Directors at our annual meetings, as some perhaps would be appointed by groups referred to. It is therefore suggested that the elected Directors be limited to 15. Method of electing be one third each year. At the first meeting adopting this method, the five with the highest number of votes would be elected for three years, the next five highest for two years and next five highest for one year. This is fully explained in your brochure before you.

It was decided to present Mr. C. R. McIntosh of North Battleford and Mr. Walter Streeton of Plunkett, with some suitable plaque in recognition of their long and faithful service to the Association. The Executive was instructed to carry out this request. This was done at an Executive meeting held on October 28th in the Board of Trade Rooms in Saskatoon. Both men were presented with a suitable plaque, and their wives were presented with a corsage.

In addition to the two Executive meetings, two Directors' meetings were held during the past year. It is the considered opinion, that if the Association were in better financial shape, that a mid-year Directors' meeting would involve the Directors more directly and increase their effectiveness.

During the past year, and particularly in the coming year with the tight money situation, it is very likely that very little, if any improvements will be made at Churchill for some time. However, we cannot relax our efforts in getting more use from our own seaport, regardless of the tight money situation.

Your Directors are disappointed in the trade via Churchill in 1967. You will note from the reports given to you at this meeting, that wheat exports via Churchill dropped from almost 22,000,000 bushels in 1966 to 20,639,185 bushels in 1967. This is the second year of a decrease in exports via Churchill. In 1965 we exported 24,707,016 bushels and in that year the Russians did not take wheat from Churchill. You will see therefore, that although the Russians took six ship loads of wheat from Churchill in 1967 (approximately 2,400,000 bushels) our total exports from Churchill were down approximately 4,000,000 bushels from 1965. If it had not been for the Russian wheat shipments, the total would have been down over six million bushels. Your Board are satisfied that your Association was largely responsible for getting the Russians to take wheat from Churchill. It is public knowledge that all ports in Canada suffered a decrease in wheat exports in 1967, and are still suffering further decreases. It can be argued Churchill should be satisfied with the 1967 decrease too. This would be a good argument if Churchill had been handling anything like its capacity beforehand, but it was not.

Imports were disappointing also. It would appear that if it were not for the efforts of Peter Dalglish of the Dalglish Shipping Line of Newcastle upon Tyne in England, the imports would be next to nil. Mr. Dalglish or his son Nicholas, or both of them, come to Canada every year to try and get business for their ships trading into Churchill. However, even with this assistance, as we previously stated, the results are still far below of what they should be. Perhaps we have not educated our western businessmen to the economic advantages to be gained by importing their supplies via Churchill. Perhaps the ridiculous and unnecessary short shipping season has a lot to do with the problem. Then again we hear from our importers that insurance rates and freight rates are too high. Two large importers have informed us that, unless we can get the rates lowered to a competitive level, they will stop importing via Churchill.

Your Board, Executive and Head Office have, and are still negotiating for lower rates, and a longer shipping season.

During the past year the Association had a booth at the trade fair held in Regina during the latter part of August. This was called "Index 67". The Secretary, assisted by Mr. and Mrs. Richford, arranged for setting up of the booth and being in charge of it. A great deal of literature was distributed and many contacts made. Another booth was set

up in Saskatoon in November at another trade fair called "Mexibition". The Secretary set up and looked after this booth with the assistance of Mr. Woodward, our President, and Mr. Appleby, one of your Executive Directors. Again the literature was distributed and contacts made.

The Secretary has reported to the Board that during the year two excursions to Churchill were successful in every way. The second one had a considerable number of cancellations due to an early harvest in some parts and a small crop in other parts. However, it appeared that everyone was highly satisfied and this created good public relations. It is interesting to note that, had it not been for the contacts made, and satisfied excursionists, some of the speakers at this convention would not have been made available.

The 1967 Convention booklets were printed by the Yorkton Enterprise. They had submitted the lowest tender. Tenders for the printing of the convention proceedings are called for each year. We may be a little short of 1967 convention booklets at this convention, as we distributed quite a lot at the trade fairs and this created a shortage. However, we believe that this is too costly a booklet for distribution at large and should be for the information of members and supporters only. We believe our pamphlet "Facts about Churchill" is a much better one for distribution, at a reasonable cost.

During the year quite a number of the Directors were active in the interests of the Association. Meetings were held and canvassing for members was done successfully by some of them.

Our Vice-President, Mr. Richford, took a trip on the ice-breaker from Montreal to Churchill at the start of the season. He made a report on this trip and circulated it to the Directors and others. There are a limited number of such reports for those interested at this meeting. His report is very interesting.

The Manitoba Government held a "Summit Conference" in January in Winnipeg. It was for the purpose of getting all the leaders from all walks of life, to start a drive for Manitoba's 1970 Centennial, with an all-out effort to build the province in every way. This Association was paid the honour of having the President and Secretary invited as the guests of the Manitoba Government.

We feel that the Manitoba Government realizes that our Association is a real asset to their province.

The Manitoba Government has appointed a Royal Commission to study problems relating to the development of Northern Manitoba. This Commission, known as the "Mauro Commission" is headed by Commissioner Arthur V. Mauro, Q.C. We have prepared a "Submission" to be presented to

this Commission, and expect that, by the time you read this, the presentation will have been made. Copies of this submission are available at this convention.

With the advent of the new Pan-Arctic development between some twenty oil companies and the Federal Government, in the Canadian Arctic Islands, it is just possible that Churchill will come to their attention. In as much as some of these companies are already conducting their own surveys in the Hudson Bay area, such as the Aquitaine Co., this again may be of benefit to Churchill and the Hudson Bay Route. We also have the new Alexbow-Hammerhead ice-breaker, invented by Mr. Scott Alexander, who is at this convention. We also have Mr. W. F. Sharon with us at this convention, who will address you later on. Mr. Sharon is Vice-President and General Manager of Steelgas Ltd., who have invested millions of dollars in our north-land. Taking all the above into consideration, it just could be the beginning of a great development for our Hudson Bay Route and the port of Churchill.

We understand that four new modern grain cleaners will be installed in the Churchill Grain Terminal this spring, as well as a complete dust safety machinery. This is very gratifying to your Board, as we have been advocating this action for years. The Secretary gave a very comprehensive report over a year ago, on the inadequacy of the grain cleaners. Your Board is also very pleased that the Canadian Wheat Board decided to fill the elevator at Churchill for the winter of 1967-68 after leaving it empty for the past two winters. It is the cheapest terminal storage in Canada.

A special registered letter has been sent to all Candidates for leadership of the Liberal party, outlining the aims of the Hudson Bay Route Association and requesting their opinions on same. We hope to have some replies before this convention, and we also hope that such replies will be favourable.

All of which is respectfully submitted:

J. S. Woodward
F. T. Appleby
A. R. Laliberte
L. B. Brooks
Dr. C. Hollborn
P. O. J. Ortynsky
Neil Stenberg
W. A. Richford
F. L. Jobin
J. D. McFarlane

A. K. Fraser
L. B. Galbraith
W. E. Senior
Harry Swartz
S. N. MacEachern
D. R. Lamb
Gordon Sinclair
Don Griffin
Harry Gordon
E. J. Sjolie

TOUCHE, ROSS, BAILEY & SMART

Chartered Accountants

Hudson Bay Route Association,
Saskatoon, Saskatchewan.

We have examined the accompanying statement of cash receipts and payments of the Hudson Bay Route Association for the year ended December 31, 1967, and have obtained all the information and explanations we have required. Our examination included a general review of the accounting procedures and such tests of accounting records and other supporting evidence as we considered necessary in the circumstances.

In our opinion, and as shown by the books of the association, the aforementioned statement presents fairly the cash transactions of the association for the year ended December 31, 1967 in accordance with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

(Sgd.) Touche, Ross, Bailey & Smart
Chartered Accountants.

Saskatoon, Saskatchewan,
January 10, 1968.

TOUCHE, ROSS, BAILEY & SMART
HUDSON BAY ROUTE ASSOCIATION
STATEMENT OF RECEIPTS AND PAYMENTS
for the year ended December 31, 1967

RECEIPTS

Memberships:

Rural municipalities	\$5,355.00	
Cities	600.00	
Towns	265.00	
Individuals	766.15	
Board of Trade	365.00	
Wheat Pool Committees	310.00	
Farmers' Unions	195.00	
Co-Operatives	215.00	
Business Concerns	945.15	\$ 9,016.30
Grants and donations		2,460.00
Meetings and conventions		382.00
Interest		580.26
Sundry		70.00
Churchill Excursion (net)		652.65
Advertising		100.00
Total receipts		<u>13,261.21</u>
Cash in bank—January 1, 1967		926.87
TO ACCOUNT FOR		<u><u>\$14,188.08</u></u>

NOTE: As at December 31, 1967 the accumulated excess of cash receipts over disbursements is represented by:

Cash in bank	\$ 846.77
Guaranteed Trust certificates	8,000.00
	<u><u>\$8,846.77</u></u>

TOUCHE, ROSS, BAILEY & SMART
HUDSON BAY ROUTE ASSOCIATION
STATEMENT OF RECEIPTS AND PAYMENTS
for the year ended December 31, 1967

PAYMENTS

President's and directors' expenses	\$ 1,422.60
Office salaries	5,416.68
Secretary's expense	259.25
Office rent	600.00
Car allowance	300.00
Postage and express	447.13
Telephone and telegraph	257.24
Stationery and office supplies	399.36
Advertising and publicity	905.79
Literature and books	1,047.89
Subscriptions and fees	130.55
Convention and meetings	1,108.75
Delegations	273.50
Bank charges	46.15
Unemployment insurance	73.34
Canada Pension Plan	95.40
Contributions to employees' annuity fund	324.96
Audit	126.35
Office equipment maintenance	42.48
Sundry	63.89
	\$ 13,341.31
Cash in bank—December 31, 1967	846.77
ACCOUNTED FOR	
	\$14,188.08

REPORT OF THE SECRETARY-TREASURER

Since our very successful 24th Annual Convention held in Swan River, Manitoba on June 12th and 13th, Head Office has been a very busy place. It is one of the peculiarities of the work in the office, that just about the time you feel you are caught up with the work, something else arises and down to work again we go. However, in the past year, there never was a time when we were caught up. There was a tremendous amount of correspondence, not only regarding the work of the Association as such, but also on many other matters. During the past year we have assisted many students and teachers in getting information for their studies. It is really very pleasant to hear that they have earned good marks on some paper or talk they have given, and thank us for our assistance. We have also heard from interested parties from a number of countries overseas. Italy, France, Spain, West Germany and U.S.S.R. are only a few.

Immediately following the annual meeting, the proceedings were written up, and edited. The booklet arrangement for this, including the advertisements, was put in order and all taken to the printer. As soon as the finished booklets were received in the office, they were mailed out. This meant addressing and stamping envelopes etc.

During this time we were arranging for the tours, banquets etc. for our two Churchill excursions. Buying all the necessities for the trips and then the trips themselves. This takes about two weeks out of our time, one week in July and again one week in August, and after that, clearing up the work in connection with the excursions. We then prepared for INDEX 67 at Regina, mimeographed and put together the necessary literature. This was followed by another trade fair in Saskatoon, at which we also had a booth and handed out literature. In between we addressed meetings, interviewed many people, read and studied and took care of the general office work. It is tiresome and sometimes frustrating, but it certainly is interesting, and challenging.

There is no doubt that our best public relations work is operating the Churchill excursions. We make friends, not only personally, but for the Association, as well as many contacts. As an example, Mr. and Mrs. John Schmidt of Calgary went on one of the Churchill excursions in 1967. Mr. Schmidt is Agricultural Editor of the Calgary Herald.

He was so enthused, he wrote it up in his column in the Calgary Herald. He also arranged some meetings for me in Calgary, which were very successful. He gave us some valuable contacts. One of these was Mr. Steiner, Manager of Steiner Public Relations. He, in turn, suggested I contact Mr. W. F. Sharon, Vice-President and General Manager of Steel-gas Utilities, who will be speaking to you at this convention. His company immediately became a member of this Association. While I was at the meeting in Calgary, I also contacted

Mr. Pradal, Vice-President and General Manager of Aquitaine Company of Canada. He immediately took out a membership for his company, and he is with us today also. We can thank Mr. John Schmidt for all of this arising out of his enthusiasm of the Churchill excursion.

Both excursions were successful. We had the usual headaches, but we have come to expect that, and have a built-in headache endurance system that seems to overcome this annual pain. Arrangements have been made to again operate two Churchill excursions this year. The price for the excursion had to be increased, but we were unable to control this.

The Trade Fairs at Regina and Saskatoon, although adding considerable work to this office, appeared to be successful. However, it is a debateable point as to whether or not this type of advertising is the best or most economical for our Association. We did make many contacts, but it is hard to evaluate the returns.

The Manitoba Government called a Summit Conference in Winnipeg in January. The purpose was to get all the leaders and those who had worked in the interest of Manitoba, to organize for their Provincial Centennial in 1970. Our President Mr. Woodward and myself were both invited as guests of the Manitoba Government. We not only felt highly complimented, but we looked upon it as a recognition for what the Hudson Bay Route Association had done for Manitoba, and are still doing.

I would be remiss in my public relations, if I did not give some recognition to all those who assisted not only myself, personally, but the Association in general. First of all I must mention my wife Irma, the Assistant Secretary. Without her it would be very difficult to carry on. On the excursions she is looked upon as the main one to consult, and the have. She also keeps the records in very good shape. Next I one the passengers look to, to solve any problems they may want to thank the President, Mr. Woodward, who, by living in Saskatoon, is consulted nearly every day on matters pertaining to the work of this office, and always has given good advice. He has had many years experience and knows just how much it is possible to accomplish and what is practical.

He also assisted with the Trade Fair booth. Then we have the other Directors. To those, who have assisted me during the year I say "Thank You". Also thanks go out to Mr. and Mrs. Richford for the work they have done in assisting at the Regina Index 67 booth, and a special Thank You to Mrs. Richford in assisting with the registration at our conventions. Then we have the businessmen, private and co-operative business, farmers and labour unions, individuals, wheat pool committies etc., all of them give us assistance, not only in money, but in many other ways. We also have our individual supporters, who take the trouble to write to us and give us encouragement, this is greatly appreciated.

As I have stated, sometimes the work and results are frustrating and disappointing, I do think we are making progress. You will all remember that the Hudson Bay Route Association has for years pressed upon the authorities concerned the matter of inadequate and inefficient grain cleaners at Churchill, causing a bottleneck. How we have drawn this to their attention, only to have them all state "there are no bottlenecks at Churchill". In 1966 when I was in Churchill, what I saw there caused me to state in no uncertain terms what I thought of the grain cleaner operations.

I was very much disliked by certain authorities for making those statements. However, at the writing of this report, I have information that four new modern grain cleaners will be installed this year in the Terminal Elevator at Churchill. Use your own judgment.

I must also pay particular recognition to the assistance we received from the Press, Radio and Television. This is the medium that keeps before the people all matters regarding the Hudson Bay Route and the port of Churchill. Without such assistance we would have a very difficult time indeed.

All of which is respectfully submitted.

Jas. F. Gray,
Secretary-Treasurer.

THE CITY OF SASKATOON

Extends Good Wishes

and Support to the

HUDSON BAY ROUTE ASSOCIATION

CHURCHILL TRAFFIC — 1967 SEASON

The Port of Churchill, during the 1967 season, shipped a total of 20,639,118.5 bushels of wheat in 33 cargoes. The "Irish Sycamore" took a cargo of 6,246 short tons of number one feed screenings and 334,000 bushels of mixed feed oats.

Of the 33 ocean going grain vessels which have entered and left the Port this season, one made three trips, three made two trips and twenty-four made one trip; of these ships, ten were British, seven Norwegian, six Russian, six Swiss, two Dutch, one Polish and one Yugoslavian.

One Liberian Oil Tanker entered the Port during 1967 with 4,472,572 gallons or 19,008 short tons of Diesel Fuel and 192,895 gallons or 723 short tons of gasoline.

The M.V. "Warkworth" brought in 3,750 short tons first trip, 988 short tons second trip, totalling 4,738 short tons of general cargo. This general cargo consisted of a wide variety of commodities, including whiskey, automobiles, bone meal, telephone equipment, chinaware, motorized equipment for arctic test, and steel piling for Nelson River power project. The M.V. "Silksworth" brought in 120 Volkswagen cars on the third voyage.

As export the M.V. "Warkworth" took 768 short tons of crude sulphur, 207 short tons of cobalt oxide and 3248 short tons of nickel slab.

There was 21,766 short tons of domestic cargo exported to various missions, Hudson Bay Company Posts, R.C.M.P. Detachments and various Government Departments.

The largest cargo to leave Churchill this season and to date was loaded aboard the M.V. "Thorbyorg" amounting to 1,261,866.7 bushels of two and three northern wheat for Norway.

The total vessels inward and outward, including all coastals, numbered 62.

(Sgd.) T. A. Lauzon,
Acting Port Manager.
October 26, 1967

CHURCHILL IMPORTS — 1967 SEASON

COMMODITY	TONS
Automobiles	181
Beltling	11
Beta Napthol	—
Bonemeal	243
Brick	432
Buses	2
Cable	32
Confectionery	21
Curling Stones	9
China	—
Glass	47
Insulators	—
Linoleum	—
Liquor	648
Locomotives	80
Machinery, general	4

Total Tons of all Imports—4,975

ULTIMATE DESTINATION OF IMPORTS

Regina, Sask.—Automobiles, Bone Meal, Buses, Confectionery, Liquor, Pipe Cable.
 Saskatoon, Sask.—Bone Meal, Confectionery, Glass, Pipe.
 Prince Albert, Sask.—Beltling.
 Thompson, Man.—Brick, Mine Locomotives, Mining Machinery, Pumps, Steel Sheets and plates.
 Edmonton, Alta.—Liquor, Tractors, Valves, Automobiles, Machinery.
 Winnipeg, Man.—Bone Meal, Curling Stones, Machinery, Confectionery, Liquor.

COMMODITY	TONS
Machinery, generating	165
Machinery, mining	109
Motor, electric	13
Merchandise, general	31
Pipe	347
Pumps	10
Scrappers	—
Segments	—
Sodium Nitrate	47
Steel piling	2126
Steel sheets & plate	273
Steel roll shells	34
Telephone equipment	13
Tractors	29
Valves	68

(18)

CHURCHILL EXPORTS (other than wheat) — 1967 SEASON

Grand Rapids, Man.—Cable.
 The Pas, Man.—Cable.
 Calgary, Alta.—Liquor.
 Chisel Lake, Man.—Mine Locomotives.
 Allan, Sask.—Mining Machinery.
 Flin Flon, Man.—Sodium Nitrate, Steel Roll Shells.
 Gillam, Man.—Steel Piling.
 Swift Current, Sask.—Bone Meal.
 Yorkton, Sask.—Bone Meal.
 Dunblane, Sask.—Machinery.

COMMODITY	TONS
Cobalt Oxide	273
Nickel Slabs	4380

Sulphur	810
Total Tons of Exports	5463

REPORT OF ICE OPERATIONS OFFICER, CHURCHILL ON HUDSON BAY ROUTE OPERATIONS, 1967

The Department of Transport Ice Operations Office was opened at Churchill, Manitoba on July 15, 1967.

The primary duties of the officer in charge were to advise commercial shipping on the best routes to follow, both inbound and outbound, and to co-ordinate the movement of Canadian Coast Guard icebreakers to support shipping along the Route.

The Meteorological Branch, Department of Transport, supplied aerial ice reconnaissance units based at Frobisher Bay, N.W.T. in support of the Ice Operations Officer.

Trained ice observers accompanied each flight covering the Route.

Tactical support was conducted on request whilst the frequency of flights depended on ice conditions.

Reports received by the Ice Operations Officer at Churchill from Canadian Coast Guard icebreakers and ice reconnaissance flights provided the officer with an up-to-date picture of area conditions.

Ice conditions during the 1967 season were not severe, in fact, NE-NW gales caused more delays in general to ships in the area than seasonal ice conditions.

The first grain vessel to arrive at Churchill was, as in 1966, the M.V. "Warkworth" (5975 net tons). She berthed alongside on 29th July with 3400 tons of general cargo to discharge, after which she loaded a cargo of grain. A few days later the M.V. "Silksworth" arrived and commenced loading. Both vessels reported little ice in the Hudson Strait and Bay.

C.C.G.S. "N. B. McLean" met each of the vessels at the eastern end of the Hudson Strait and escorted them westward until they reached open water between Coats and Mansel Islands.

The above mentioned icebreaker and C.C.G.S. "Montcalm", were assigned to support ships along the route enabling vessels to receive local navigational advice, route ice condition reports and escort support if required.

The C.C.G. icebreaker "Simon Fraser" commissioned aids to navigation prior to the opening of the shipping season.

Foxe Basin ice moving south during late September caused vessels enroute to or from Churchill to be diverted East of Mansel Island. This deviation from the usual route was for

a very short period.

1967 saw no difficulty in routing ships and the most direct courses to and from Churchill were generally followed.

During the season a total of 33 foreign going ships left Churchill with a total of 20,639,118.5 bushels of wheat for overseas ports (i.e. 552,830 long tons). This was a decrease from the 1965 and 1966 totals.

September 13th saw the arrival of the largest vessel ever to enter the port, the Norwegian bulk carrier M.V. "Thorbjorg". This ship sailed September 15th after loading 1,261,866 bushels of wheat (33,800 tons).

On October 19th with the departure from Churchill of the Russian vessel "Kanev", overseas loading operations ceased at that port for the 1967 season.

This particular date also brought the "first ice" to the Harbour. The following night the temperature dropped to 10F.

No ice damage was reported by any vessel using the route.

(Sgd.) A. H. G. Storrs,
Director, Marine Operations.

Ottawa.

City of North Battleford

SASKATCHEWAN

Located in Northwestern Saskatchewan

Federally designated for assistance in
Industrial Development

Look this way when planning
Industrial Expansion

Population — 12,740

PORT OF CHURCHILL

RECEIPTS, SHIPMENTS and BALANCE IN STORE - WHEAT (bushels)

TABLE 1.

Navigation	Receipts	Shipments	Balance
Year			in Store
1931	544,769	544,769	
1935	2,289,597	2,407,000	2,280,823
1940	117,192		2,617,396
1945			1,877,737
1950	7,088,504	6,769,238	460,556
1955	14,776,182	13,077,845	4,205,749*
1958	19,849,585	19,598,749	4,916,281
1959	21,704,966	21,787,125	4,870,871
1960	19,415,271	19,582,490	4,765,708
1961	19,421,989	19,352,559	4,828,503
1962	21,542,556	21,525,205	4,857,228
1963	22,767,463	22,864,410	4,758,613
1964	21,550,718	21,644,772	4,699,583
1965	20,747,405	24,707,016	824,114
1966	21,874,000	21,817,320	944,000
1967	24,276,000	20,639,000	4,581,000
TOTALS	348,837,427	344,846,025	

*Storage capacity increased from 2,500,000 to 5,000,000 bushels in 1955.

ORIGIN OF CHURCHILL RECEIPTS

TABLE 2.

Supplied by	Sask. Pool Elevators	Central Selling Agency	others
From 1931 to Dec. 31, 1966	155,083,044	544,000	168,934,383
1967 Port Season	12,003,066		12,272,934
Total to Dec. 31, 1967	167,086,110	544,000	181,207,317
Percent of Total	47.90%	.15%	51.95%

and still growing . . .

The Western farmer benefits by shipping via Hudson Bay and, therefore, the Wheat Pool has long been a supporter of the route.

During the 1965 shipping season, approximately 25,000,000 bushels of grain were shipped out of Churchill establishing a new record for this ort.

The Bay Route is a money-saving distance-cutting route for prairie farmers. Support the Bay Route.



Saskatchewan Wheat Pool

HEAD OFFICE: REGINA

TABLE 3.

**NUMBER OF POOL ELEVATORS AT WHICH A
FREIGHT DIFFERENTIAL EXISTS IN FAVOR OF CHURCHILL**

Per 100-lbs.	Per Bushel	Points
4c	2.4c	12
3c	1.8c	41
2c	1.2c	84
1c	.6c	135
Even	—	51
		TOTAL 323

272

TABLE 4. **SASKATCHEWAN WHEAT POOL NET SHIPMENTS TO CHURCHILL — 1967**

Rate of Differential In Favour of Churchill Compared with Lakehead	1.		2.		3.		4.		Other Grades *	Total Bushels	% of ea. Differential to Total		Total Number of Cars Shipped
	Nor.	Nor.	Nor.	Nor.	Nor.	Nor.	Nor.	Nor.					
Even	78,324	1,660,813	227,672	3,535	2,006	1,972,349	19.3	364					
1c	361,346	3,356,926	395,240	10,072	7,899	4,131,483	40.4	762					
2c	112,361	1,851,563	365,653	4,682	4,146	2,338,405	22.9	431					
3c	11,040	833,762	651,363	19,048	3,739	1,518,951	14.9	280					
4c	4,264	130,951	133,248			268,464	2.6	49					
Totals	567,335	7,834,014	1,773,176	37,336	17,789	10,229,651	100	5,422					

% of ea.

Grade to

Total

100.

2.

4

17.3

76.6

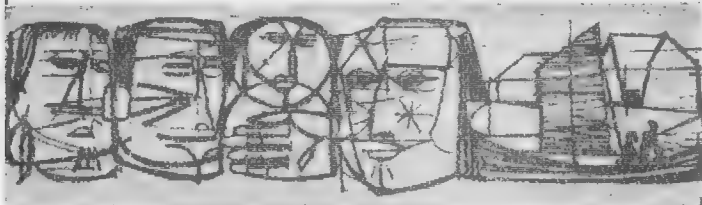
5.6

* includes relatively small quantities of several grades, including toughs and low grade grains.

Presented by: Mr. E. J. Sjolie,

Director, District 8.

The Hudson Bay Route



For over two hundred years the Hudson's Bay Company sent annual ships from England to Hudson Bay and for close to three hundred years Company ships have sailed through Hudson Strait delivering supplies to Northern Settlements.

Hudson's Bay Company.

INCORPORATED 27th MAY 1870.

Mr. Nicholas Dalglish of Newcastle-On-Tyne England addressed the meeting. He said he was the third generation of Dalglish to trade into Churchill. His Grandfather was the first to bring imports to Western Canada by way of the Hudson Bay Route, in 1931. His father had carried on the work and now he was taking a keen interest in Churchill. He stated that the profits from trading via the Hudson Bay Route during the past 30 years were not as great as could be expected. However it appeared now that everyone was getting to the position that greater trade could be expected.

He stated his Company would welcome competition as when you had competition you also had plenty of trade, resulting in greater earnings for everyone. He was very optimistic as to the future of the Hudson Bay Route and the Port of Churchill. He was of the opinion that all facilities at Churchill would have to be greatly expanded. The grain storage, although being ample in past days, now with the larger ships, was not sufficient to fill more than perhaps six ships.

This was too small storage for modern ships. Notwithstanding all the drawbacks at Churchill, the general operation of the port was much better than many other ports, and his Company had found that delays at Churchill were not nearly as bad as at other ports. He stated it cost approximately \$3,000.00 every 24 hours for ship delays. He felt that with the advent of potash and pulp development in Western Canada, a great amount of those products would go into export via Churchill, and there were no facilities for handling these products at the port yet. This had to be taken care of. He stated his Company was making a "submission" to the Mauro Commission on Northern Manitoba Development. Mr. Dalglish requested that businessmen give serious consideration to getting more imports via Churchill. If they would contact him he would give all the information and assistance possible. It was quite possible that with modern vessels and ice-breaking machines, Churchill could be used for a much greater period each year.

Mr. Gordon Beard, M.L.A. for Churchill Constituency, was called upon for a brief address. He represented the Manitoba Government and brought greetings and good wishes from the Premier, the Hon. Walter Weir. He also expressed his own good wishes to the Association and the Dalglish Families. He stated that in his opinion the north country held great prospects for Canada and with its own seaport, centrally located in Canada, the development of the North Country seemed assured. He paid a compliment to the Saskatchewan people and Government for the support they were giving to the development of the Hudson Bay Route.

He also complimented the officials of the Hudson Bay Route Association for their continual and untiring efforts towards northern development. He would like to see the budget of the Association greatly increased in order that more

THE PORT OF

Churchill



W. M. WILSON, Esq. M.P.



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Berths—6 Length of Berthing—3,065 feet.
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Shedded berth, 1; Open berths, 5.

Transit Shed Floor Area—82,000 square feet.

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Crane Crawler Crane, 2½ yard capacity.

Terminal Railway Trackage serving all berths on main wharf. Operation by Canadian National Railways.

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Bunkering Coal or oil delivered to ship-side by rail if ordered well in advance.

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NATIONAL HARBOURS BOARD

The Board administers ports at Halifax, Saint John, Chicoutimi, Quebec, Three Rivers, Montreal, Churchill and Vancouver and grain elevators at Prescott and Port Colborne. For information, write, wire or telephone collect the N.H.B. offices at these locations. Overseas enquires may be made at the nearest Canadian Government Office.

What REALLY counts when you pick an Elevator Agent?

You can get to know an agent by talking with him. But, when it comes right down to it, you can't judge how good he is at his job until you see what happens when you haul a load of grain onto his platform.

A good agent may not be much good at talking. But just watch him work! See if he looks after your interests! You get to know that a good agent's judgement is absolutely fair and accurate.

Here is what U.G.G. looks for when promoting a helper or hiring a new man to manage an elevator:

1. He must be absolutely honest.
2. He must be a hard worker.
3. He must know his business thoroughly . . . and be capable of keeping up-to-date on fertilizer, seed varieties and everything else for which recommendations change. (Of course, he will be helped by U.G.G.'s special Advanced Agent Training Program).

Likely you agree that these are the qualities that really count when you pick an agent to weigh and grade and buy your grain.



THE FARMERS' COMPANY

effective work could be done. He paid tribute to the hard working Secretary-Treasurer and the results he had obtained to date. He pledged himself to do everything within his power to assist in the development of the Hudson Bay Route, the seaport of Churchill and northern development in general.

The meeting adjourned at 12:00 noon.

About 140 delegates were guests of the City of Regina for noon luncheon. Alderman G. Bothwell of Regina was host. A very tasty luncheon was enjoyed by all. Alderman Bothwell also expressed the support of the City of Regina to the Association and the work it was doing. Presentations were made to Mrs. Woodward and Mrs. Dalgliesh. Mr. Ross Sneath, President of the Regina Chamber of Commerce expressed his own feelings and also those of the Regina Chamber, when he suggested that the Association should keep selling the Hudson Bay Route, as Regina needed a short, fast, economical route to world markets. In closing, and in representing Mayor Baker, he presented Mr. Woodward with a Regina City Buffalo Days' Hat. Mr. Woodward, he said, would now become Buffalo Hunter No. 8, to coincide with his eight years as President of the Association.

Immediately after luncheon, the Convention was reconvened. Mr. G. N. Vogel, Commissioner of the Canadian Wheat Board spoke briefly. He stated that the Wheat Board was at all times trying to sell more wheat ex Churchill. Last year had been a disappointing year in wheat sales, not only at Churchill, but at all ports in Canada. This year wheat sales so far had been again very disappointing.

However, the Wheat Board had offered wheat for sale via Churchill and already more wheat had been sold than the same time last year. He stated that high interest rates, the unsettled economic situation and various other factors made the future look rather gloomy. However, those conditions could quite easily change overnight, and if they did, most wheat marketing troubles might disappear. Mr. Vogel was optimistic about the future of wheat sales and exports via Churchill.

Mr. Gray read a telegram from Mr. Gordon Gibson, the man who was advocating a new ice-breaking method. The telegram was as follows:

TELEGRAM TO MR. GRAY

Sorry I cannot be with you today. Principle of ice dozer accepted. Absolute assurance and co-operation by Department of Transport. Certain of complete support of new Prime Minister. Both the Department and myself agree that cutting the ice and disposing of it under each side of

Why Manitoba Farmers are Pool Members

Manitoba Pool Elevators is a product of the farm. It exists to ensure fair business practises in the grain handling and marketing system of Western Canada. Through this federation of Co-operative Elevator Associations, the Manitoba Pool Farmer owns and controls his business beyond his farm gate.

The many departments are a part of the member's efforts to further control the sale of his products and production costs. Every service provided is geared to improve the member's productive efficiency. He is a businessman. He receives "SERVICE AT COST."



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Manitoba Farmers' Union

724 Ellice Avenue

Winnipeg 10, Manitoba

Official Monthly Publication

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the channel is our best possible approach. This will assure at least four times the speed and twice the width of the channel of our present ice breaking method. Tank tests to be conducted this summer in England and ice dozer fitted on and ready for operation by December one next for five thousand horsepower icebreaker Sir Humphrey Gilbert. By then specifications for adaptation to all other Department of Transport icebreakers will be completed. I feel certain of this new approach and mental attitude and the economic necessities now arising. In Churchill this is your responsibility. In Copper Mine in Baffin Island with iron and anticipated oil discoveries it is up to the Northwest Territorial Council to press for and insist on any and all devices that will take control over the ice in the Arctic whenever economically necessary. Keep up your good work. The North will go ahead but only with positive thinking. Best Wishes.

Gordon Gibson N.W.T.L.C.

The Chairman then announced that there would be a "panel" discussion with Mr. F. L. Jobin as moderator. He then vacated the chair to Mr. Jobin, who stated that the subject to be discussed by the panel would be "Churchill, Past, Present and Future". Mr. Walter Streeton would deal with the past, Mr. Senior with the present, and Mr. Richford with the future. Mr. Streeton began by giving the early history of attempts by the people of the Prairies, to get a seaport on Hudson Bay. The Hudson Bay Company had used the Hudson Bay Route for over three hundred years. Prairie businessmen and farmers as far back as the turn of the century had urged upon all persons in authority the need, if for no reason than that of economy, of an inland seaport. Finally the Federal Government had agreed to use the money obtained from the sale of western Crown Lands to build a railway from The Pas, Manitoba, to Hudson Bay. After much political maneuvering, both for and against the project, the railway was started in 1910. It was built as far as Sipiwesk, approximately 200 miles from The Pas. Then, owing to the first world war, construction stopped. In 1923 the Federal Government passed an "Order-In-Council" to take up the steel and abandon the line. An organization formed in the West, called "The On To The Bay Association", circulated a petition, requesting the Government to complete the railway to Hudson Bay. The Government agreed to the request and after some more political maneuvering, the railway was completed to Churchill in 1929, with the first token shipment of wheat, sixty bushels, going overseas from Churchill that fall.

Because of the great depression of the thirties, followed by world war two, not much commercial use was made of the Hudson Bay port, although it was still very much in the minds of westerners, especially farmers. In 1944 another meeting was held, and the old "On To The Bay Association"

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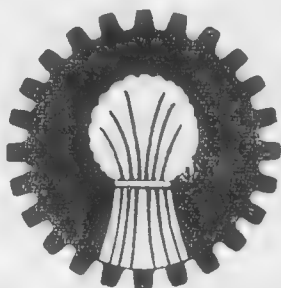
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was re-organized and called by its present name, "The Hudson Bay Route Association". Mr. Streeton was elected President, and remained in that office for 16 years. Great progress had been made since 1944. The shipping season had been lengthened, the insurance rates had been reduced, many knowledgeable persons were now taking a keen interest in northern development. Everyone now knew that great savings could be made by both exporters and importers in using the Hudson Bay Route. The Seaport of Churchill today was attracting provincial and national attention. Verily, the people of the past, who took an active part in getting a railroad into Churchill, deserve well merited praise for their early concern and unselfish interest. The Hudson Bay Railroad is now incorporated as a part of the Canadian National System.

Next on the panel was Mr. W. E. Senior of Churchill, who dealt with the present. He stated the present population of the townsite of Churchill was approximately 3,500 with a further population in Fort Churchill of 2,500 making a total of 6,000 souls. There were schools and training facilities. Two hundred Eskimo children were flown into Churchill for their education. There were modern businesses, hotels, a motel, stores etc. The Department of Transport had a meteorological station at Churchill. It also boasted one of the finest air bases in Canada. The town had been neglected by both the Federal and Manitoba Governments. There was neither a sewer system nor running water. Town planning and service were very badly neglected. Shipping firms were very dissatisfied with the services for seamen and sailors while in port. Churchill was a logical place for a University to study northern engineering and scientific problems as well as biology, zoology etc. It had never been properly recognized by those in authority. In fact it had been by-passed in many cases. Many buildings left over from the war occupation were not in use. Some U.S. interests had offered to move in and make use of some buildings, but their offer had been ignored. Hudson Bay was a very large body of water, over 600 miles across, but very little research had been undertaken. Such research could be handled by a University at Churchill. The Catholic Church had the best Eskimo Museum in the world at Churchill. Kettle Rapids power development could very easily supply all necessary power needed at Churchill and Churchill area. The Harbour and townsite of Churchill is at the end of steel and farthest north in Canada. The struggle to survive over the past 40 years had been terrific. However, today it is ready for great and fast development, providing the Manitoba and Federal Governments take some progressive actions to assist in this development. If this was not done, or if the future actions of both of these Governments went along the same lines as in the past, not only would the development of Churchill suffer, but the entire economy of Canada would suffer.

Mr. Gray was then asked to comment on certain questions



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in respect of Churchill. As to the wharfs, three ships could be loaded at the same time with grain. However, although the ships could dock, usually only one ship could load at one time. If the imports increased and potash, pulp, etc. was to be exported, the warehouse and other facilities would have to be extended. With regard to savings by selling and exporting wheat via Churchill, Mr. Gray quoted figures from the reports of the Board of Grain Commissioners and the Canadian Wheat Board, showing savings to the farmers of up to 15 cents a bushel. Mr. Gray also gave a resume of the activities of the Hudson Bay Route Association in getting the Russians to buy and take some wheat ex Churchill. He stated he was convinced that had it not been for the action taken by the Hudson Bay Route Association, the Russians would not have taken wheat via Churchill.

Mr. Richford then dealt with the question of the "Future" of Churchill. He explained that this was not a case of looking into a crystal ball. It was a case of looking at the problem from a practical angle. Everyone knew that the sun would rise tomorrow in the east and set in the west. So it was with the future of Churchill. Here was a first class seaport in the centre of Canada. There were unlimited supplies of wheat, potash, oil, minerals and pulp. The markets of the world were waiting to buy this production at reasonable prices. The product can be supplied because of its closeness to water transportation. This fact had been and was now well known to the supporters of the Hudson Bay Route Association. It was now becoming well known to others.

Hence the present convention. Many of the things the Association had suggested in the past, had now become a reality. The "Bubble" system had first been suggested by the Association. Although it had not been used at Churchill yet, it was being used in other places in Canada. The extension of the shipping season had always been suggested by the Association and now, some ten, twenty or thirty years later, the experts were in agreement. It would not be too long now before the shipping season was extended. The Association for years had requested new and modern grain cleaners. Of course, many people in authoritative positions said that was not necessary. In the present year new grain cleaners were installed. Facilities for handling potash and pulp were being requested. Such facilities, it was known, would be needed in the near future. Perhaps if those facilities were there now, they would be used. It was of very little use for any company to even consider using the port of Churchill if the facilities were not there. More grain storage space was needed. There was storage for only 5,000,000 bushels now. This was perhaps sufficient 10 years ago, but now with ships taking loads of double that of 10 years ago, at least double the space was needed. One of the finest railroads in Canada leads to Churchill. It was capable of handling many times the traffic it was doing

now. Why could it not be used to its fullest capacity? The fishing and particularly the whaling industry could and should be developed. The Buluga Whale offered not only a commercial enterprise development, but could not be beaten for sport fishing in line with the large species of sport fish in southern waters. Of course, this leads to the necessity of a highway into Churchill. An all-weather highway should have been built into Churchill long before now. However, better late than never. If it was started now, perhaps it would soon come. The social conditions as well as the health and comfort of the citizens of Churchill should and had to be taken into consideration at once. The results of a recent report on conditions at Churchill, as well as a recent television show over the C.B.C. left people ashamed that con-

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ditions such as were reported and shown, should exist at the present time in Canada. This had to be corrected at once. More advertising should be done to publicize Churchill, western Canada's own seaport.

Western Canadian businessmen must be fully informed as to the economies of the Hudson Bay Route. Every effort must be made to get the overseas buyer and seller acquainted with the economic advantages of the Hudson Bay Route.

After a few words by the moderator, Mr. Jobin, to clarify some of the statements, and to answer a few questions the panel discussion was closed.

Admiral Storrs, Director, Coast Guard, Department of Transport, was then called up to say a few words in regards to his work. He emphasized that with modern technology a new mental attitude towards many of the existing problems was needed. In regards to ice problems, much could be learned from the Russians as they have had to live and work with ice much more than Canadians have had to, particularly in servicing their Siberian ports. Canada, of course, had first class ice-breakers too, and had to use them. However, Canadians were limited to about three months in the Arctic. He felt that the extension of the Churchill shipping season was a business necessity. The new Alexbow and Gibson Boom ice-breaker ideas were worthy of investigation and trials, and if found practical, should be used. He stated his Department acted in an advisory capacity to those wishing information on any conditions with which his department was acquainted. He was quite optimistic about the greater use of the Hudson Bay Route.

The meeting adjourned for a "Social Hour" sponsored by the Regina Chamber of Commerce. The delegates and visitors had the opportunity to meet His Honour, R. Hanbidge, Lieutenant Governor of Saskatchewan and other notables during this visiting hour. This was immediately followed by a banquet, most of the cost underwritten by the Province of Saskatchewan Government. Mr. G. L. Colborne, P. Eng. was Chairman. The guest speaker was Hon. Dave Boldt, Minister of Highways for Saskatchewan. Mr Boldt stated that Saskatchewan had always been keenly aware of its geographical position in regards to world markets. This was why the people of Saskatchewan were so interested and supported the work of the Hudson Bay Route Association, as they knew that their only hope of getting an economic outlet to world markets was by their own western seaport of Churchill, Manitoba. Railroads, highways and means of transportation were problems. In 1957 Saskatchewan had 20% of Canada's single track railway mileage and more than 15% of Canada's surfaced roads. Although railway trackage had been stabilized, the building of surfaced roads was an ever increasing problem. The trucking industry was growing and this made the building and maintenance

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Leo King, Secretary-Manager

of all weather roads a must, and expensive per capita wise for this Province. He pointed out that railroads had to meet water competition at both east and west coasts. This was not the case with the Prairie provinces. The railroads had practically no competition, and therefore the citizens of the Prairies had to pay higher transportation costs than other citizens of Canada. There was no doubt that because of the higher rates to the prairies, and the American boundary actually limiting shipments to the south, it could be assumed this would stimulate local industries. However, it could also work the opposite way, as it made the product of the local industries unable to compete in price outside of the local market. He stated that a fuller use of the port of Churchill was necessary and certainly desirable for developments in western Canada. Port facilities at Churchill would have to be expanded along with technological advancements, in order to extend the shipping season. Mr. Boldt stated he wished there were more organizations like the Hudson Bay Route Association to look after some of the other Prairie problems. He wished the Association success in their efforts.

Upon the close of Mr. Boldt's talk, His Honour Mr. Hanbidge then reviewed the past services of Mr. J. S. Woodward, retiring President of the Hudson Bay Route Association, for not only his eight years as President of the Hudson Bay Route Association, but also his many years of service to many institutions in Saskatchewan. He finished by making a presentation of a walking cane to Mr. Woodward as a token for his long and faithful service to the Hudson Bay Route Association.

Tuesday, April 9th. Meeting called to order at 9:00 a.m.

Mr. David Wood, Public Relations Officer from Federated Fertilizers Ltd. of Calgary addressed the delegates. He was filling in for Mr. W. F. Sharon, Vice-President and General Manager of Steelgas Utilities Ltd., a wholly-owned subsidiary of Dome Petroleum Limited, who was unfortunately unable to come, owing to illness.

Mr. Wood said Dome Petroleum was very interested in northern development and it followed they were also interested in the seaport of Churchill. Dome Petroleum had already spent millions of dollars in northern development and intended to spend many more millions. Mr. Wood said that the Hudson Bay Route Association was doing good work but should specialize on one thing at a time. He felt the Association was trying to cover too much and should emphasize one thing at a time. The town of Churchill, apparently, needed attention, the length of the season needed attention, the ice problem needed attention as well as other matters. He said that a central government authority should be set up to deal with any and all matters affecting Churchill. More younger people should become interested in Churchill. He was pleased to see some high school students in attendance. An attempt should be made to interest large

CONGRATULATIONS . . .

to the

**Hudson Bay
Route
Association**

**FOR A CONTINUING CONTRIBUTION
TO DEVELOPMENT OF TRANSPORTATION
IN THE NORTH**

**Department of
Industry and Commerce
WINNIPEG, MAN.**

**Hon. Sydney Spivak
Minister**

machinery companies. A navigational school should be established at Churchill. Apparently the Russians had done something like this years ago. More of a selling job must be done to get businessmen on both sides of the Atlantic interested. People had to be told over and over again.

Mr. Jack McCloy, Vice-President, Saskatchewan Farmers Union was asked to speak. He said the Saskatchewan Farmers Union was very interested in the development of the Hudson Bay Route and the port of Churchill. He stated the farmers were not being fooled by the stories that "It Can't Be Done" whenever anything was mentioned about improving or extending the capacity of Churchill. They all knew that going from Saskatchewan to Europe by way of Churchill was over 1100 miles shorter than by any other route. That meant savings to either the producer or consumer or both. He complimented the Hudson Bay Route Association on its work.

Mr. Ed. Barker representing the C.N.R. said a few words in support of greater use of the Hudson Bay Route. He felt that the C.N.R. had played a very important part in the development so far, and that they were quite willing to assist as far as possible in future development.

Alderman Law of the City of Calgary said his City was in full accord with Churchill development and thought the Hudson Bay Route Association should give more attention to public relations. In order to do this it needed more money. He said the fees should be tripled.

Mr. E. Alton, Member of the National Harbours Board, said the Harbours Board was quite willing to provide the necessary facilities at Churchill, if given notice of their need. With regard to potash and pulp, he said that if and when the companies concerned made known to the Harbours Board their intention to use the port, facilities would be provided.

Mr. Wm. Hanna, representing the Manitoba Federation of Labour stated that his organization was 100% in favor of greater use of Canada's own seaport of Churchill. His group was not satisfied with the progress that had been made. The facilities at Churchill were entirely inadequate to handle the potential increase in trade that should and would develop with proper guidance.

Mr. Fred Mullin, Regina City Alderman, and member of the Prairie Economic Council, stated that the Council had formed a Sub-committee to give full attention to matters relating to trade over the Hudson Bay Route. They were of the opinion that the port should develop, but more research was needed before remedial action could be taken.

Mr. G. Colborne, Deputy Minister, Department of Industry and Commerce, Saskatchewan, then addressed the

Congratulations to

THE HUDSON BAY ROUTE ASSOCIATION

THEIR EFFORTS OVER THE YEARS
HAVE HELPED TO DEVELOP
INCREASED TRADE THROUGH
THE PORT OF CHURCHILL.
MAY THEY BE EVEN MORE SUCCESSFUL
IN THE FUTURE

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Mayor

J. W. OLIVER
City Commissioner

Convention. He complimented the Association on what it had done and is now doing. He felt that technical difficulties could be overcome, such as using modern ice-breakers etc. He stated Vancouver and Montreal certainly were important, but Western Canada's own port of Churchill should get at least equal consideration. He was strongly of the opinion that the future of Canada lay in the north country and that the Hudson Bay Route development was in the interests of all Canada. That the Hudson Bay Route Association had done a lot of good work. There was no doubt but there was much to do yet. He gave as an illustration the great Gardiner Dam. It would not have been a reality if it had not been for the work of the voluntary promotional organization that fostered it. He was a great believer in developing one's own country first.

Mr. Herb Purdy brought greetings and best wishes from the Saskatchewan Chamber of Commerce.

Mr. Joe Phelps complimented the management of the Hudson Bay Route Association for the tremendous amount of work that was being done by Mr. and Mrs. Jim Gray. However, the Association needed a larger budget in order to do the work that was necessary. A larger staff was necessary in order to expand the operations. He stated as his opinion that the Governments and the Harbours Board must not wait until private individuals or concerns develop Churchill. It was the duty of Governments to do some of the necessary developing where it was for the public good.

Mr. Dunlop of Dauphin Manitoba, thought that before Governments spent public funds on facilities they had to be sure they would be used.

His Worship, Mayor Lewry of Moose Jaw, stated that the Association was doing a good job. However, there was need for more younger people in the movement. All interested had to be persistent and practical. He extended an invitation to the Association to hold its 1969 Annual Convention in Moose Jaw.

Mr. Gillespie, Canadian Department of Trade and Commerce, spoke on behalf of his Department. He thought the Association was doing good work and his Department would do everything within its power to assist both exports and imports over the Hudson Bay Route, and all other routes. He felt that the Association should get more individual support in its advertising etc.

Mr. Svoboda, a member of the Board of Grain Commissioners, complimented the officers of the Association for what had been accomplished and hoped the future would show greater use being made of the Hudson Bay Route and the port of Churchill. The Board was willing at all times to give whatever assistance it could at Churchill, and was given good co-operation by the Wheat Board and the Har-

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THE MAYOR

The City of Edmonton

bours Board.

Mr. Senior from Churchill stated that the people of Churchill would very much like to build their own town, but owing to various reasons, mostly economic, this was impossible. It was necessary to get Government and Provincial assistance. Mr. Brian Campbell, representing the Thompson Chamber of Commerce, said the development in the north was tremendous, and that the potential for development was unbelievable. One had to go north to see it for himself. He stated his organization was 100% behind the Hudson Bay Route Association.

The Convention adjourned for a noon luncheon, sponsored by the Saskatchewan Wheat Pool. Wheat Pool Director Mr. Elmer Sjolie was Chairman and Wheat Pool Director Mr. J. R. Stillborn was the guest speaker. He gave a very informative talk about the wheat marketing situation and how it was affecting the farmer. He stated the future in wheat marketing was not too bright, but he was hopeful that conditions would change before too long. With the unsettled money situation and international general situation, it was hard to even guess what the future might be. He dealt with the World Wheat Agreement negotiations and the endeavour to stabilize price etc. However, with the good crops that most of the wheat growing countries have had, there was now quite a large carry-over. This, of course, could change very quickly if there was one or more crop failures.

The luncheon was followed by a movie, showing the Alexbor-Hammerhead ice breaker in operation on Lake Ontario. The tug was going 15 knots an hour, the ice was 18 inches thick, and a clear channel showed behind the inventor and he acted as commentator.

Following the movies on the ice breaker, the Convention re-convened and some short talks were given by various guests. Others were just introduced. Mr. E. Murphy, President of the Saskatchewan Association of Rural Municipalities addressed the meeting for a few minutes. He was very enthusiastic about greater use of the port of Churchill. He was a keen supporter of the Hudson Bay Route Association. The S.A.R.M. represented all the Municipalities in Saskatchewan, and over one half of them were members of the Hudson Bay Route Association. He felt that the membership fees were too small to be realistic. If the Association had a larger budget, more could be accomplished. \$25.00 for a municipality was nothing compared to the sayings that were returned to the farmers by using Churchill. He thought the membership fees should be raised.

Mr. J. F. Boomer, representing Kalium Chemicals Ltd. said that at the present time over one million tons of potash were shipped ex Vancouver and it was possible that in the near future potash would be exported through the port of Churchill.

Mr. B. Yates, Director, representing the Department of Indian and Northern Affairs, said he was acting as an observer. His Department had heard a lot about the Hudson Bay Route Association, but this was the first convention he had attended. He was grateful for the invitation and was glad he had come. He thought the Association was doing great work. He felt that the wealth of Canada now lay in developing the northland. Churchill being the end of steel farthest north, was perhaps the logical terminus for northern development and overseas use of western Canada's seaport.

Mr. Alex Aitkin, Regina Chamber of Commerce said a few complimentary things about the Association. His Chamber was supporting the Association and the work it was doing.

Next the Chairman called for nominations for Directors for the coming year. The Nomination Committee brought in a slate of 17 names. It was explained that because of the change in the Constitution adopted by the Convention, only 15 Directors would be elected. There were no nominations from the floor of the Convention. The results of the balloting appears in this handbook.

The convention then discussed the various resolutions submitted by the Executive and proposed from the floor. Some were tabled, some were lost, but in this handbook appear the resolutions that were passed.

The 25th Annual Convention of the Hudson Bay Route Association came to a close at 5:00 p.m. Tuesday, April 9th, 1968.

NOTICE OF MOTION CONSTITUTIONAL AMENDMENT

That this Annual Convention elect a Board of Directors numbering 15. That the five names with the highest number of votes be elected for three years. That the next five highest in number of votes be elected for two years. That the next five highest in number of votes to be elected for one year. Thereafter, only five Directors will be elected each year.

If a vacancy occurs during the year, the Board may appoint someone to fill the vacancy. However, such appointment will only be until the next Annual Meeting, when such vacancy will be filled by election procedure. The Board may appoint up to five additional Directors, each representing a different organization giving substantial financial support to the Association. The appointment of such Director or Directors shall be for one year.

The foregoing was passed, and in the subsequent election of Directors the result was as follows:

Elected for three years

Don Griffin, Alameda, Sask., Harry Gordon, Rose Lynn, Alta., Gordon Sinclair, Strathclair, Man., D. R. Lamb, Tisdale, Sask., W. E. Senior, Churchill, Man.

Elected for two years

S. N. MacEachern, Saskatoon, Sask., L. B. Galbraith, Saskatoon, Sask., F. L. Jobin, Flin Flon, Man., A. R. Laliberte, Prince Albert, Sask., Elmer J. Sjolie, Sturgis, Sask.

Elected for one year

W. A. Richford, Norquay, Sask., J. D. MacFarlane, Nipawin, Sask., F. T. Appleby, Saskatoon, Sask., P. J. E. Ortynsky, Canora, Sask., Harry Swartz, Melville, Sask.

April 9th, 1968.

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**RESOLUTIONS PASSED AT THE
25th ANNUAL COVENTION OF THE HUDSON BAY
ROUTE ASSOCIATION, REGINA, SASKATCHEWAN —
APRIL 8th and 9th, 1968.**

1. WHEREAS there is a continued failure to use the competitive position of Churchill to secure extra sales overseas of flour, or to move any flour overseas through that port,

BE IT RESOLVED that the Hudson Bay Route Association pursue a vigorous policy destined to secure a resumption of flour movement through Churchill.

2. WHEREAS labour troubles have become so serious at St. Lawrence Ports that shipping companies are abandoning services into those parts or insisting on alternative options, with the result that Canadian traffic is being lost to U.S.A. ports,

BE IT RESOLVED that the Hudson Bay Route Association follow a vigorous policy of impressing upon governments and business in Canada and overseas, the many advantages of the centrally located, labour trouble free port of Churchill.

3. WHEREAS new inventions as the Alexbow-Hammerhead and the Gibson Ice Boom claim tremendous potential for a very long season via Churchill, and of great increases in present and new traffic,

BE IT RESOLVED that this Convention urge the National Harbours Board, Department of Transport and the Prairie Economic Council, give these new forms of equipment serious study, and if considered feasible, to take steps to secure their adoption and use as soon as possible. That their potentialities be brought to the attention of all who could be concerned, especially the grain trade, potash mining, oil, forestry companies and large importers and exporters.

4. BE IT RESOLVED that the Hudson Bay Route Association encourage, that northern resources be processed, as far as possible, in the North. That industries based upon these resources be developed in the North, and especially that these be developed at Churchill, a port with the potentialities of a very long season.

5. WHEREAS present and indicated developments require an efficient labour force at Churchill and along the Bay line, and

WHEREAS a serious human problem exists now among the very considerable native peoples in those areas,

BE IT RESOLVED that Provincial and Dominion authorities institute a training plan to train the younger native population in the various trades so necessary for the well-being of the area.

6. BE IT RESOLVED that this Convention congratulate the three Prairie Premiers upon the work accomplished this year by the Prairie Economic Council in the promotion of the port of Churchill and its Bay Route.

7. WHEREAS increasing delays and congestion to shipping has been caused by lack of storage, and

WHEREAS authorities have stated that sales through Churchill were restricted because of "use to capacity", and that more overseas sales could have been made had Canada had more port facilities, and

WHEREAS use of Churchill offers the most cash returns and the quickest turn-round of cars.

BE IT RESOLVED that this Association request the Government of Canada and its officials to proceed as a matter of urgency with:

- (a) the extension of the berthside grain loading gallery
- (b) the construction of an additional deep sea berth, and
- (c) the enlargement of present storage facilities to ten million bushel capacity or the erection of a completely modern storage, cleaning and loading complex of 10,000,000 capacity.

8. WHEREAS large hydro, mining and forestry developments in northern Manitoba will greatly increase the use and importance of Churchill, which also possesses very considerable tourist potential,

BE IT RESOLVED that the Hudson Bay Route Association suggest to the Governments of Canada and of Manitoba, that Churchill be connected by highway to the new roads to be built in northern Manitoba, and proceed to develop the town into a modern townsite and community, which will allow for expansion and development of an efficient industrial and pleasant residential complex, of which Canada and Manitoba can be proud.

9. WHEREAS the development of trade through Churchill demands better customs facilities.

BE IT RESOLVED that the Department of Public Revenue, the National Harbours Board and the Prairie Economic Council secure the offering of full customs services at Churchill during the shipping season.

10. WHEREAS the Government of Manitoba is showing very commendable interest in the problems of northern Manitoba and the Port of Churchill, by the appointment of the Murray Jones study and the A. V. Mauro Inquiry,

BE IT RESOLVED that this Convention express its appreciation, and hope that early implementation of constructive suggestions will result in very necessary improvements and developments of the many factors affecting northern progress and life.

11. WHEREAS there have been many occasions when delays have been suffered by ships on arrival at Churchill owing to the inability of the "Twolan" to enable pilots to board the ocean going vessel,

BE IT RESOLVED that the Hudson Bay Route Association forcefully urge the authorities to supply a properly designed vessel to carry out the duties of pilot boat.

12. BE IT RESOLVED that the fees for all classes of memberships in Hudson Bay Route Association be doubled for 1969.

13. WHEREAS the Canadian Wheat Board is experiencing difficulty in selling wheat overseas, largely because of offerings by other countries at prices below that asked by Canada, and

WHEREAS there is a very considerable savings when wheat is shipped via Churchill rather than by St. Lawrence ports, which would allow of an incentive Churchill price, and

WHEREAS Wheat Board opinion is that any reduction of the Churchill asking price would necessitate a corresponding reduction at other Eastern ports, and

WHEREAS this does not appear to be a form of protection to those ports and a reluctance to utilize the competitive advantages offered by Churchill,

BE IT RESOLVED that this 1968 convention of the Hudson Bay Route Association regrets most deeply this policy of the Wheat Board, and requests that it be policy to take every advantage of this saving and offer wheat via Churchill at a price that would be attractive to the buyer and the trade, which would result in selling wheat now difficult to move, and so secure extra remuneration to the producer and benefits to the economy.

14. WHEREAS there has been a drop of nearly nine million bushels of non-Russian wheat since the record 24,707,016 of 1965 shipped via Churchill,

BE IT RESOLVED that this convention request the Canadian Wheat Board, its Advisory Committee and the Federal Department of Trade and Commerce, by a program of incentive pricing and a vigorous sales through Churchill promotion, make every endeavour to secure a shipment of 25,000,000 bushels of non-Russian wheat, and an increase in wheat movements to Russia through Churchill during 1968.

15. WHEREAS many organizations and people have helped us greatly in making a success of the Hudson Bay Route Assn. Convention in Regina. To those organizations and persons we wish to express our gratitude. Especially would we mention all those contributing to our comforts here such as the Saskatchewan Government, Regina City, Chamber of Commerce, the Wheat Pool and to those serving those comforts. The speakers who have brought us knowledge and all others contributing to the success of this convention.

Notes

HOW YOU CAN HELP

The Hudson Bay Route Association is a non-political, non-profit making and voluntary organization, formed for the purpose of creating more trade, both imports and exports, over the Hudson Bay Route via our own western seaport of Churchill. The reasons for this is, it is by far the shortest route between western Canada and the European markets, and therefore the most economical route to use.

The Hudson Bay Route has annual meetings to discuss business and elect officers. All officers elected serve without pay. An Audited financial statement is shown each year. All matters are available for public scrutiny. The Association is purely democratic and works in the interest of national economy. It has the support of all western political parties. It also has the support of business, labour, Co-operatives, Pools, private enterprise etc.

In order for this Association to fulfill its aims and objectives, it is necessary to have sufficient funds for office help, supplies, etc. You need this organization. This organization needs your moral, as well as financial support.

The suggested yearly fees for groups, individuals etc., are as follows:

\$ 2.00 per year for individuals

\$ 5.00 to \$10.00 per year for committees, locals, schools, business, etc.

\$10.00 to \$50.00 per year for Towns, Villages, Boards of Trade, Chambers of Commerce and large businesses.

\$25.00 to \$50.00 per year for Rural Municipalities

\$50.00 to \$100.00 per year for Cities.

Please give consideration to what the Association has done and will do, if you give it your support.

THANK YOU

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The Hudson Bay Route Association

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